

CALLING OFF OF RAILROAD STRIKE PLEAS NAVY MEN

Administration's Ambitious Program Might Have Been Hampered By Tie-Up on Rails—Study Water Routes as Precautionary Step.

"There is no doubt that everybody was greatly relieved when it was finally settled that the threatened railroad strike would not come off, but it is a very doubtful relief," says a statement issued by the National Rivers and Harbors Congress. "Whether anybody drew a deeper breath of relief than certain people in the Navy department—and no one who knows what the Navy people were up against will wonder that this is so.

"The work of building and repairing battleships and other naval craft must, of course, be done in shipyards located on the coast, but practically all the material used both for construction and repair comes from the interior, much of it from points hundreds of miles from the coast. For instance, armor plate comes from Bethlehem, Pa., and steel, in many shapes for many uses, from Pittsburgh.

"It is vitally important that this material shall be moved regularly and continuously from the points where it is used, and this movement has been entirely by rail. Just as soon, therefore, as it was seen that a general strike on the railroads of the country was actually impending, an investigation was started to see if there were any routes available for its movement by water. For instance, if work was to be continued on the battleship 'New Mexico,' it would be necessary to move 2,500 tons of steel within six weeks from the mills at Pittsburgh to the navy yard at Brooklyn. Could it be done at all? Was there more than one route that could be used? If so, what route was the best, the shortest, and especially, the quickest.

"The first thing discovered was that there is no map or document, official or otherwise, that shows or describes all the waterways in the United States. The reports of the Chief of Engineers give the fullest possible information as to the rivers and harbors under control of the War Department, but not a word about state-owned or private canals. The General Staff and the War College have maps showing all lines of transportation in certain areas, special studies of which have been made in working out problems of defense, but no maps or data covering the country as a whole or any considerable portions thereof. Commercial maps and atlases have been found to be worse than useless, since most of them do not even pretend to show any waterways except the principal rivers, and of the rest not two agree in what they show.

"It is only a little way from Pittsburgh to Lake Erie and a canal across this short cut has been both proposed and opposed for many years. So far the opponents have won, but if the Navy department could have got hold of Aladdin's lamp two weeks ago, that canal would have been built quicker than a wink. With a sigh for what might have been, and ought to be, but isn't, the naval investigation turned hopefully to the three canals across the state of Ohio, only to find after a strenuous search that the best of the lot has sections twenty miles long which have no water in them, and that the only way to get from Pittsburgh to the Lakes by water is to go down the Ohio, up the Mississippi and the Illinois and through sixty miles or more of the out-of-date Illinois and Michigan canal to Chicago. Another possible route from Pittsburgh to Brooklyn was down the Ohio and Mississippi and then by ocean steamers from New Orleans.

"A little farther search revealed the fact that no dependence should be placed on the Ohio, because this is the season of low water and not one-third of the dams needed to insure a nine foot channel have yet been completed. Material stated down the Ohio might get through, but all the probabilities were that it would get stuck on a sandbar and stay there until the November rains should bring a rise in the river. Sometimes it happens too, that the November rains do not come until January. Almost in desperation at the situation with which they were confronted the Navy men were trying to arrange to ship by mule carts from Pittsburgh to Cleveland, and thence by lake to Buffalo and Erie canal and Hudson river to Brooklyn, when the emergency leg-

islation passed by Congress caused the strike to be called off. "If the word 'desperation' seems too strong, it must be remembered that, besides the 'New Mexico,' there were under construction five other battleships, ten destroyers, four auxiliary vessels and 31 submarines. Work on every one of these would have to stop if a strike should last two weeks. More than that, Congress had just appropriated nearly \$315,000,000 with which to build something like sixty additional vessels for the navy, and not one of these could be begun. And in addition to all the rest, when the threat of a strike became acute the navy had only a two weeks' supply of coal on hand. By having everything within reach a sufficient supply was secured for ten days or two weeks more. But if a strike should last a month, every ship in the navy, except the very few that use oil for fuel, would have to tie up to the dock and lie there as helpless as a painted ship upon a painted ocean."

"Because it leads out from one of the greatest coal fields and from the greatest steel manufacturing center of the world, a completely improved, definitely dependable Ohio river would, in case of such a strike as has just been temporarily averted, be worth more to the navy alone than its improvement will cost. If the coal and steel that it could carry should save us from attack by an enemy when our navy was helpless, it would be worth more to the Nation than all that ever has been or ever will be spent on all the waterways of the United States. Yet the filibusters conducted by former Senator Burton have seriously delayed the work upon the Ohio—and on every other waterway and harbor in the land—and the Senator who led the filibuster against the River and Harbor bill of 1916 tried to cut out the whole appropriation for the Ohio and stop the work entirely.

"Recent dispatches from Germany state that, although the railways are given over almost entirely to military use, a thriving commerce is being carried on with Switzerland, Holland, Denmark, Norway and Sweden over the network of waterways which reaches every part of the empire. Because we have failed to develop and use our waterways the people of the United States have, within the past few weeks, been brought face to face with the portentous fact that, just as long as we depend solely on one method of transportation, our commercial prosperity, our national existence, our very lives may be imperilled by a dispute over wages, hours, and condition of employment.

"No lesson is more clearly taught by the anxious days of the recent past than that the work of improving our natural waterways and joining them into a great, connected system should be pushed with all possible speed—and it should be made sure beyond all peradventure that the needed appropriations can neither be Burton-ized nor Carter-ated."

ANNIVERSARIES OF RING BATTLES

1894—Jimmy Barry knocked out Casper Leon in 28th round at Lamont, Ill. It was in this battle with the clever little Italian that Barry won the bantamweight title, which he held until 1899, when he retired undefeated. Barry was a native of Chicago and was twenty-four when he annexed the championship. Standing 5 feet 3 inches in height and weighing from 105 to 110 pounds, Jimmy was a little dynamo chock full of fight. If a heavyweight had a much punch, power and fighting spirit in proportion to size as Barry had, he would become the pugilistic wonder of all time, and could knock any opponent into the middle of next week. Barry received his boxing education at a Chicago resort where two-ounce gloves were used and in an arena with a hardwood floor and unpadded stakes. In this rough-and-ready school Barry won his nickname of "Little Tiger." After a few regular fights in Chicago, and his defeat of Jimmy Gorman in New Orleans, Barry claimed the bantam title. The only man good enough to dispute his claim was Casper Leon, a native of Sicily. The bout was hard fought

SEPTEMBER SPECIALS

Here's Your Chance to Judge--See These Items We Prepared Months Ago

Instead of increasing Prices, we offer you better inducements than ever, considering the present conditions. Come to The SURPRISE STORE tomorrow. We want to show you how we planned ahead to give you the same, unmatched values you've always secured here. We made hay while we had the opportunity—and below we show you the fruits of our efforts and foresight. These Opening Specials Tell their own story. You won't see anything like them elsewhere.

Consider These Offers Carefully and Make Comparisons



Men's & Youths' Fall Suits

All Wool through and through; values ranging up to \$17.50; same character of garments seen at the above price in the average store; Our Opening Special at... **\$12.50**

See these suits. We assure you it will be worth the time you devote to inspecting them. You need not buy—simply inspect. We want you to make comparisons. The price is \$12.50—and ought to be \$15 or \$17.50, as you will see when you come in.

Eight new models in forty new patterns, including almost any design or color combination that any man of good taste could desire.

Rich pencil stripes on blue or black grounds; blue and brown shadow-stripe worsteds; smart new cassimeres and Scotch chevots, and other handsome mixtures. All in Fall colorings and patterns.

A Bonafide Saving of \$5 in This Showing.

See the Suits in Our Show Windows.



SALE OF Knee Pants

2,000 pairs offered at prices that ought to be 25c to 35c higher. Every garment is guaranteed—and in two months will cost 75c to \$1.50 instead of 50c to \$1.

Fancy Mixtures

For Boys 5 to 15 Years of Age



The price of these ought to be 75c but we bought them right; neat dark and medium patterns in Fall weights—stripes, checks, and plain colors; full cut, well made garments; Knickerbocker style; sale price... **50c**

Corduroy Pants

For Boys 6 to 17 Years



Customers as well as dealers tell us we ought to get a dollar for these. Fine golden brown and mouse color; nothing like them for durability; Knickerbocker style; sale price... **65c**

Fancy Mixtures

For Boys 8 to 17 Years of Age



Splendid medium and heavy weight garments in neat Fall patterns; suitable for dress, school or play; grays, browns, stripes and mixtures; a grade selling everywhere at \$1.00; Knickerbocker style; sale price... **75c**

Blue Serge

For Boys 6 to 18 Years of Age

We wish we had five times as many as we have got; unusually good \$1.50 grades; excellent fast-color serge in a good, desirable shade; some lined; full cut and well made; Knickerbocker style; sale price... **\$1.00**

Boys' Fall Suits

Many with 2 Pairs Pants

It won't take you long to decide on one of these Suits. You will see garments selling as high as \$6.50; our Opening Price... **\$3.95**

An assortment that is pleasing to select from—for it is absolutely complete. Besides, every color is guaranteed fast—and every suit guaranteed to fit.

They are the new Fall Norfolk Models, some with the Pinch Back and the three-piece belt; made of pure worsted blue serge of rich, fast color; strong and sturdy corduroys, and new dark mixtures; grays and browns—in stripes, checks, and plain colors; full cut Knickerbocker pants, sizes 5 to 18 years.



Men's Shirts

\$1 Grades of Guaranteed Fast Color, at

69c



An advance lot of the new Fall styles with stiff cuffs. Garments that will be at a premium later on at \$1; full cut bodies, well made and accurately sized. See our window.

Boys' Hats

The Fall Styles that will be 69c and 75c in other stores, at... **50c**

It will interest you to see these before you buy your boy's hat. Rah Rabs, Alpines, Telescope, and the Billie Boy—all the shapes that will be popular this season in brown and gray mixtures and blue serge.

Boys' Blouses

The New Styles in the usual 50c grade, here at... **29c**

There won't be any such values outside this store—watch and see! These are the newest garments made of Percale, white madras, blue chambray, and dark ginghams; full cut blouses with attached collars and open cuffs.

Men's Hats

New Fall Models in \$1.25 and \$1.50 Grades at **\$1**

No change in our policy. We have always led the season off with our dollar world beater—and we repeat it this year.

All the new ones are here—Derbies, the Alpines, the Flat Brims, the Cruis, and the leadings shades—all at a dollar, as usual. They are in our window—see for yourself.



The Pathe Pathephone

The invention of Pathe Freres—the supreme achievement of French inventive genius and American manufacturing brains.

DISTINCTIVE FEATURES

Permanent smooth sapphire ball instead of sharp digging steel needles. Sound chamber of resonant wood—the violin principle—instead of metal or part-metal sound chamber. Pathe Tone Control device to regulate volume of tone at will. Pathe Discs all double-faced including grand opera selections. Pathe talent recorded in Europe as well as in America. Disc prices 65c to \$4. Your present phonograph can be equipped to play Pathe Discs.

Pathephones, \$25 and up, equipped to play all makes of disc records.

Call for latest record list and hear your favorites. Attention terms for payments.

WATKIN'S ART STORE
1091 Broad St. Opp. Post Office

Open All Day Saturday and Evening

The Surprise Store

1119-1123 MAIN STREET Bridgeport

BRIEF NEWS NOTES.

The Department of Commerce reports the exports of cotton for the week ended Sept. 9, at 116,023 bales.

Allens are urged to take out naturalization papers. In no other way can they get on the police force.

LITCHFIELD COUNTY NEWS.

Lost Power of Speech. Miss Bellmay of Reynolds Bridge suddenly lost the power of speech Tuesday while at work. The young woman became hysterical. Her speech is slowly returning.

Shock Caused Death. Mrs. Julia Murphy, aged 70, died Tuesday night at Torrington, her illness dating from August 13, when she was injured by an automobile accident.

Jersey City and Miss Helen W. Jones.

SCHMIDT-Pfand—In Stamford, September 12, Carl J. Schmidt of Darien and Miss Rose M. Pfand.

DIED. SCOTFIELD—At Georgetown, Sept. 12, Edward S. Scotfield.

JONES—In Stamford, Sept. 12, Sarah Jones, aged 73 years.

IERESWY—In Greenwich, Sept. 12, Mrs. Harriet M. Iereswy, aged 73.

BRIEF NEWS NOTES

Vance McCormick, national Democratic chairman, and former Governor Martin H. Glynn left for Indianapolis to notify Vice President Marshall of his renomination.

The American Car & Foundry Co. received an order from the United States Navy for 300,000 8-inch shells.

Farmer Want Ads. One Cent a Week.